

# The Salt Lake Tribune.

DL. LXXIV., NO. 121.

WEATHER TODAY—Fair.

SALT LAKE CITY, UTAH, WEDNESDAY MORNING, FEBRUARY 13, 1907.

10 PAGES—FIVE CENTS.

## NEARLY TWO HUNDRED LOST; COLLISION OF BOATS AT SEA

Coal Laden Schooner Runs Down the Passenger Steamer Larchmont in Terrible Gale Off Block Island, R. I.

NIGHT IS BITTERLY COLD AND MANY PERISH WHILE TRYING TO GAIN LAND

Bodies of Many of the Dead Have Been Cast Up On the Shore By Fierce Waves; Scores Yet Missing.

BLOCK ISLAND, R. I., Feb. 12.—Only seventeen out of an estimated total of from 150 to 200 persons survived the sinking of the Joy line steamer Larchmont last night, according to an estimate made today. Of those saved, eight were passengers, six men and two women, and the rest were members of the crew, including Captain McVey. The Larchmont, which was bound from Providence to New York, went down after colliding with the schooner Harry Knowlton. The survivors reached this island in small boats.

In the boats which carried the survivors were the bodies of several passengers who had frozen to death during the trip from the wreck to the land. It was impossible to fix the number of those lost. Captain McVey estimated the number of passengers as 150 and the crew at fifty. On the basis of these figures, the number who perished was placed at 181. The bodies of the victims were constantly being washed ashore. By night 42 had been taken from the water.

The collision between the Larchmont and the schooner occurred at 10:45 last night about three miles off Watch Hill. The Harry Knowlton, which was bound from Southamboy for Boston with coal, foundered a few hours after the accident, but her captain and crew of six men escaped.

According to Captain McVey of the Larchmont, the steamer remained afloat ten minutes after the collision. The passengers were hastily launched, and in them passengers and crew waged a desperate battle with high seas and strong gales. The night was extremely cold and many died from exposure. Five boats and four rafts carrying nineteen survivors and the bodies of eleven dead managed to reach Block Island.

Story of the Disaster.  
The Larchmont left her dock in Providence last night with a heavy cargo of freight and a passenger list estimated at from 150 to 200. A strong northwest wind was blowing as the steamer ploughed her way down through the eastern passage of Narragansett bay, but the full effect of the gale was blowing out in the sound was not felt until the Larchmont rounded Point Judith.

Capt. George McVey was preparing to retire after a turn around his ship, when he was startled by several blasts of the steamer's whistle. He rushed to the pilot-house, where the pilot and quartermaster pointed out a three-masted schooner sailing eastward by a strong wind.

The schooner, which proved to be the Harry Knowlton, coal-laden from South Amboy for Boston, had been sailing along on her course, when she suddenly lurched up and head on into the steamer. Again several blasts were sounded on the steamers' whistle, the pilot and the quartermaster at the same moment wheeling her wheel hard about in a mad endeavor to avert a collision.

Came Swiftly Together.  
As the steamer was slowly veering around, the schooner, came on with a head that almost seemed to equal the one that had been pushing her toward the steamer.

Before another warning could be sounded, the schooner crashed into the side of the Larchmont, and the impact of the big vessel was so terrific that the big, clumsy bow of the sailing vessel forced its way more than half the length of the Larchmont. When the force of the impact had been spent the schooner temporarily remained fast to the steamer's side, holding in check for a moment the rushing water. The steamer soon separated the vessel, however, and the water rushed with tremendous velocity.

As the water struck the boiler room

passengers were first under the impression that a fire had broken out on board.

Captain Was Helpless.

Capt. McVey could not communicate with his subordinate officers below deck, the signal apparatus being wrecked.

The passengers meanwhile rushed to the deck. Few of them had waited to clothe themselves. The intense cold made them want to obtain their clothing, but they found it impossible to return below and do so. Their rooms were flooded soon after they had been deserted and the steamer, bounding around in the high seas that are feared by all sound navigators, was sinking with a rapidity that sent terror to the hearts of the officers and crew.

While some of the seamen held back the frantic passengers by brute strength, others were preparing to lower the life boats and rafts. There was no time to think of the comfort of anyone. Even before the boats were cut away, Capt. McVey knew that the list of victims would be greater than those who survived.

Terrible Situation.

It was a physical impossibility for any except the most hardened to withstand the cold which turned ears and noses white with the frost and which so benumbed feet that both the passengers and members of the crew stumbled rather than walked to the small craft in which they were to leave the sinking ship.

Shrieks of pain drowned the roar of the rushing water. Despite the existing pandemonium the women passengers were placed in lifeboats, the male passengers and the crew selecting the unprotected rafts as their places of refuge.

Captain McVey ordered all lifeboats and rafts cut away and before stepping into his own boat he stood on the upper deck a moment to see that his order was executed. Then he ordered that his boat, the largest on board, be cleared away.

Looked Death in the Face.

Before the men had an opportunity to loosen the tackles, the bottom of the boat rested on top of the surging sea, which was raging over the hurricane deck, and for a moment it seemed as though the lifeboat would be dragged down before she could be freed from the doomed steamer.

Every hand in the boat was too cold to handle a knife and cut the ropes, which, however, slipped through the tackles and set the boat adrift, just as the vessel became submerged. The passengers' discomfort was increased greatly the moment they had launched their boats. Every wave sent its dash of spray over them. Soon a thin coating of ice enveloped every one. Those who were fully clothed suffered from

## A LESSON IN HONOR!



Senator Berry: Apostle Smoot, We of the South Have Kept Our Pledge to the Nation, Your Church has Broken Yours.

frozen faces and numbed feet, but there were many who had on only their night clothes.

One man in the captain's boat was driven insane by his intense suffering. He pulled a big clasp knife from his pocket and gashed his throat. Those who sat near him were too dazed to interfere. The unknown man's body fell to the bottom of the boat, where it remained unheeded.

Five Miles From Land.

Fishers' Point, the nearest land, was not quite five miles to the westward of the point where the steamer went down, and everybody immediately headed for that place. But the boats were heavy and the men at the oars were weak. The boats and rafts soon became separated, and the only details of the disaster which could be learned here were given when Capt. McVey's boat came ashore.

Not a man on board was able to walk. Their feet were frozen so badly that the lifescorers carried the survivors bodily to the life saving station. Capt. McVey, shortly after his arrival, said he had on board his ship between 150 and 200 passengers and a crew of 50. Later, he said there were between 50 and 75 passengers on board the steamer when the vessel went down. The latter figure, however, is far below the estimate made by the officials of the Joy line at Providence, who estimate the number of passengers at not less than 150. The exact number of passengers was given in a list which was handed the nurse just before the Larchmont started on her fateful journey, but it is believed that it was lost when the ship went down.

Could Not Face Storm.  
Capt. McVey said that had his crew been able to make progress against the northwest gale, they would have landed at Fisher's island between 12 and 1 o'clock. The wind, however, was too strong to be overcome and there was nothing left for the suffering seamen but to turn around and head for Block island, fifteen miles away. It was shortly after 11 o'clock when the captain of the boat cut away from the sinking steamer, and it was not until 6:30 o'clock in the morning that it arrived at Block island.

Capt. McVey declared that the crew of the schooner was responsible for the wreck. He said that had the sailing vessel held true to the course which she was sailing when she was sighted, there would have been no possible chance of an accident.

## WILL MAKE FIGHT TO BAR POLYGAMY

Representative Landis Will Take Up This if Apostolic Senator Is Not Excluded.

STRONG SENTIMENT FOR A CONSTITUTIONAL AMENDMENT

He Will Work Hand in Hand With Senator Burrows for Uplifting of the Home.

Special to The Tribune.

WASHINGTON, Feb. 12.—In the event that Reed Smoot is not ousted from his seat in the Senate on Wednesday of next week, Representative Charles B. Landis will lead a fight on behalf of the women of the United States to secure the adoption of an anti-polygamy amendment to the Federal constitution. He will introduce a resolution for a constitutional amendment and will make a speech in support of it.

In anticipation that the Senate may vote in favor of Smoot's right to serve as United States Senator, the sentiment in favor of an amendment to the constitution prohibiting polygamy has become acute and Mr. Landis is being deluged with petitions, letters and telegrams from churches, women's clubs and women's societies asking him to take charge of a campaign to insure an anti-poly-

gamy amendment to the constitution in order that the authority of the National Government may be exercised to eradicate the evil of plural marriages.

It is natural that he should be selected to champion the cause of the women because he made the principal speech in the House when Brigham H. Roberts was the issue and he was more instrumental than any other person in securing the expulsion of Roberts from the House.

Mr. Landis and Senator Burrows, chairman of the Senate committee on Privileges and Elections, have had several conferences of late and it is reported that if the Senate does not vote to expel Smoot, Burrows will work hand in hand with Landis in trying to get the constitution amended so as to uproot polygamy.

City Park Entries.

Special to The Tribune.  
NEW ORLEANS, Feb. 12.—Following are the entries for Wednesday's races at City Park:

First race, three and a half furlongs.—Star of Woodstock, Lettopatchie, Elvira M., Florence Keil, Edna Motter, Geneva S., Tartia, 107; Bucking Boy, Truce, 110; Grenme, 112.

Second race, five furlongs, selling.—Skimmer, Holiday Attire, Miss Sago, Limited, Family Talk, Belmina, Mariani C., Elizabeth S., Masker, Hop O' My Thumb, Laura Dear, Kate Sperry, Sulu Lady, Coventry, Enfin, 100.

Third race, mile, selling.—Kara, Lachar, Goldway, Knighton, 104; Heart of Hyacinth, Bulwark, Consideration, 107; Water Pansy, Sanction, 109; Coronel, 112.

Fourth race, five furlongs, selling.—Mary Buchanan, Sylvia Brown, Royal River, Miss Kingette, Ada Rice, Charter, Duchess of Montebello, Excuse Me, Palatina, Adela R., Lania, Sister Star, Windfall, Prophets, Glena Macbride, 100.

Fifth race, mile and one-sixteenth, selling.—Fire Alarm, Arno, 85; Refect, 105; Pride of Woodstock, 108; Quinn Brady, 107; Goldie, 111.

Sixth race, five and a half furlongs.—Odd Trick, Sle Toddington, 85; Minot, 91; Lens, 88; St. Joe, 99; The Thrall, Tobogun, 106; Emergency, 112.

Seventh race, six furlongs, selling.—Auditor, 101; Amadore, 102; Rusk, Jerry C., Vic Ziegler, Plunkett, Edith May, Basil, Race Street, 102; Atrship, 105; Foxmeade, 106; Noel, 110; Goldproof, 111.

## SENATOR KEARNS BACK FROM EAST

Eastern Circles Are Keeping Close to the Western Mining Industry.

MINES AND RAILROAD ACTIVITY THIS SUMMER

Enormous Amount of Money Is Ready to Advance More Railroads.

Senator and Mrs. Thomas Kearns and Mr. and Mrs. David Keith returned Tuesday morning from a month's visit to New York and other Eastern points. When seen by The Tribune Tuesday, Senator Kearns stated that the trip east had been one of the most pleasant character in every way, and that from a business standpoint it had been one of much success. The East, he states, like all the country, is in a splendid financial condition, and this summer will prove one of tremendous importance to every possible industry, including mining development and railroad building. Senator Kearns states that there is a great amount of money in the country, and money that is ready for investment along legitimate lines. The banks are filling up everywhere, and funds are only waiting for the proper channels to be presented for application throughout the various portions of active America. There is a noted gain in strength in Eastern circles in the way of mine investments, and copper and lead properties are in great demand. All this means prosperity for mines and metals, and presents a most gratifying condition of affairs for Utah and her main industry.

The Deep Creek Railroad.

When asked regarding the status of the branch railroad line to the Deep Creek region, that long-neglected portion of mineralized Utah, so worthy of every possible consideration, Senator Kearns stated that the matter of extending this line had been placed in abeyance pending the present state of antagonistic legislation that seems so general throughout the Western region. There are enormous sums of money awaiting investment in such States as Utah, Nevada, Idaho and others, and it would at least appear reasonable that the States should proceed with due caution in legislating against the advance of railroads, upon which so much depends. It is the general feeling in the Senate, financial circles, states the Senator, that such States should do everything in their power to encourage more railroad building throughout their domains.

During his absence Senator Kearns has heard nothing but encouraging news from the properties at Ely and Duck Creek, with which he is connected in an official and financial way. Developments at the McDonald Ely property are coming steadily under the efficient management of Mr. McDonald, and greater progress is certain as soon as the winter weather has given way to spring. The Success group at Duck Creek, one of the great lead properties of that interesting region, is producing a generous quantity of lead ore in the course of development work, and, in fact, all the development expenses are being met by the resources incident to the exploration of the property. It is easy to see that Senator Kearns regards this Duck Creek mine and the McDonald Ely mine most favorably.

## IDAHO LAWMAKERS HONOR EMANCIPATOR

Lincoln Memorial Services Are Chief Feature of Day's Session of Legislature.

Special to The Tribune.

BOISE, Ida., Feb. 12.—Little of interest transpired in the Legislature today. The Boise City charter bill was under consideration most of the time and the identity of the measure was nearly destroyed by amendments. It now stands the bill as decided in committee on the original draft. A large majority of the citizens were opposed to the drastic character of the bill as introduced, and through public meetings and otherwise the several amendments were secured. A sheep inspection bill of considerable importance was introduced in the House by Johnson.

Surridge introduced in the House a joint resolution asking Congress to remunerate those persons who suffered loss in the Nez Perce Indian Wars.

The optimistic of the State and bill creating districts in the State and providing penalties for stock running at large; Fallon's eight-hour bill; White bill to prevent the desecration of Memorial days; Mulhally's tax bill and Jones's bill giving married women the power to make wills the same as men, passed the House.

Lincoln Memorial.

A portion of the afternoon session of the House was devoted to exercises in commemoration of the birth of Abraham Lincoln. His Gettysburg speech was read and patriotic addresses were made by Freeseher, Fallon, Ballantine, Clark, Sewell, Whiffen, Mr. Hawley is the new representative. Tonight local Democrats and the Democratic members of the Legislature are having a royal time in a smoker at the Commercial club. The attendance is large and several prominent Democrats from out of town are in attendance.

## DELUGE OF BILLS POUR INTO HOUSE

Last Day When They Could Be Introduced Without Unanimous Consent.

NINETY-EIGHT ARE PILED UPON CLERK'S DESK

Anti-Cigarette Bill Passes the House, With Four Votes Against It.

The House was deluged with bills upon yesterday, it being the last day that they could be introduced without unanimous consent. The result was that the Clerk's desk was swamped, 98 being the number introduced. The bill providing a fire and police bill for Salt Lake was reported by the special committee with the recommendation that it pass.

The anti-cigarette bill was passed in the House and the recommendation of a joint committee to appropriate \$5000 for the Attorney General to be used in employing additional counsel to aid him in intervening in mineral land cases, was killed.

In the Senate.

The Senate was in session less than two hours Tuesday. The session was one of the most quiet of the term. The business done was considerable. The standing committees reported about eleven bills, nine of which were reported upon favorably. The two unfortunate ones were not wholly killed, although they were reported upon adversely by the committee with a recommendation that they do not pass. Benner X. Smith, who felt kindly disposed toward everything and everybody, on account of his signal victory of yesterday, saved the bill from what might prove to be a premature death, by moving that the bills be placed upon the calendar to come up in their regular order. His motion prevailed, and the bills will be dissected on the floor of the Senate on an early day.

The Senate is in great good luck. Invitations to social functions are beginning to pour in upon it from every side. Monday, just before adjournment, a gracious invitation was extended by the Commercial Club of American Fork, to the Governor, his official staff and the Seventh Legislature of Utah to attend a social ball to be given in their honor on Wednesday night. The invitation was accepted, an informal reception and social dance at their armory on next Monday night. Upon motion of Senator Park the invitation was promptly accepted.

FLOOD OF BILLS.

Deluge of Measures Rain Down on the House.

The House was in order at 2 o'clock p. m. The chaplain, in his prayer, paid a beautiful tribute to the anniversary of Lincoln. The journal was read, corrected and approved.

A communication was received from the Governor in reference to the levy for taxation for State purposes. The document was filed.

Mr. Croft, on a question of personal privilege, stated that he had withdrawn from the House in order to attend to a matter of business. He had since learned that the provisions were entirely within the scope of the Constitution, and he therefore asked to have the measure reinstated. His request was granted.

Mr. Bouns, by permission of the House, withdrew H. B. No. 32.

Petitions and Claims.

H. P. No. 10, from James S. Murdock, of Wasatch county, praying the State to reimburse him in the sum of \$150.00 for services rendered, was read and referred to the Committee on Appropriations.

H. P. No. 11, from citizens of Washington county, praying for an appropriation of \$1000 for the repair of highways; referred to the Committee on Appropriations.

Reports of Committees.

From Committee on Banking and Insurance—Reporting back H. B. No. 13, with the recommendation that it do not pass; adopted.

From the Committee on Banking and Insurance—Reporting back H. B. No. 13, with the recommendation that it do not pass. The measure authorizes county commissioners to provide depositories for public funds. Mr. Clegg stated that Orange J. Shubury had expressed a desire to be heard on the measure and he therefore moved that the bill be recommitted to the committee for further hearing. On a voice vote two yeas were heard and one nay, and the speaker declared the motion carried and ordered the bill re-committed.

From the Judiciary—Reporting H. B. No. 8, by Clegg, recommending its passage with amendment; adopted.

From same—H. B. No. 25, by Barnett, with like recommendation; adopted.

From same—H. B. No. 30, by Barnett, with like recommendation; adopted.

From Salaries and Fees—H. B. No. 82, by Robinson, with a recommendation that it pass with amendment; adopted.

From the Judiciary—Reporting H. B. No. 95, by Hone; and H. B. No. 95, by Taft, with a recommendation that the bills do not pass; adopted.

From Judiciary Committee—Reporting H. B. No. 92, Miller; S. B. No. 18, by Lawrence; H. B. No. 21, by Miller, and H. B. No. 23, by Miller, with the recommendation that the bills be passed; adopted.

From the Committee on Railways and Common Carriers—H. B. No. 49, with the recommendation that it do not pass; adopted.

From the Committee on State Mental Hospital—Reporting that the committee had visited the asylum on Feb-

## CONGRATULATIONS TO SENATOR BERRY

The Woman's American club yesterday sent the following telegram to U. S. Senator Berry of California:

Senator Berry, Senate Chamber, Washington, D. C.:

In behalf of the women of Utah, the Woman's American club extends hearty congratulations and thanks for your splendid argument against the retention of Apostle Smoot in the United States Senate. We appreciate the manly stand you have taken for the uplifting of the womanhood of the country, and pray that God may bless your effort, and that your example be followed by your colleagues in the Senate.

ELIZABETH M. COHEN, President.  
HETTIE A. KIDDER, Secretary.